

# New Hampshire Avenue Corridor Concept Plan

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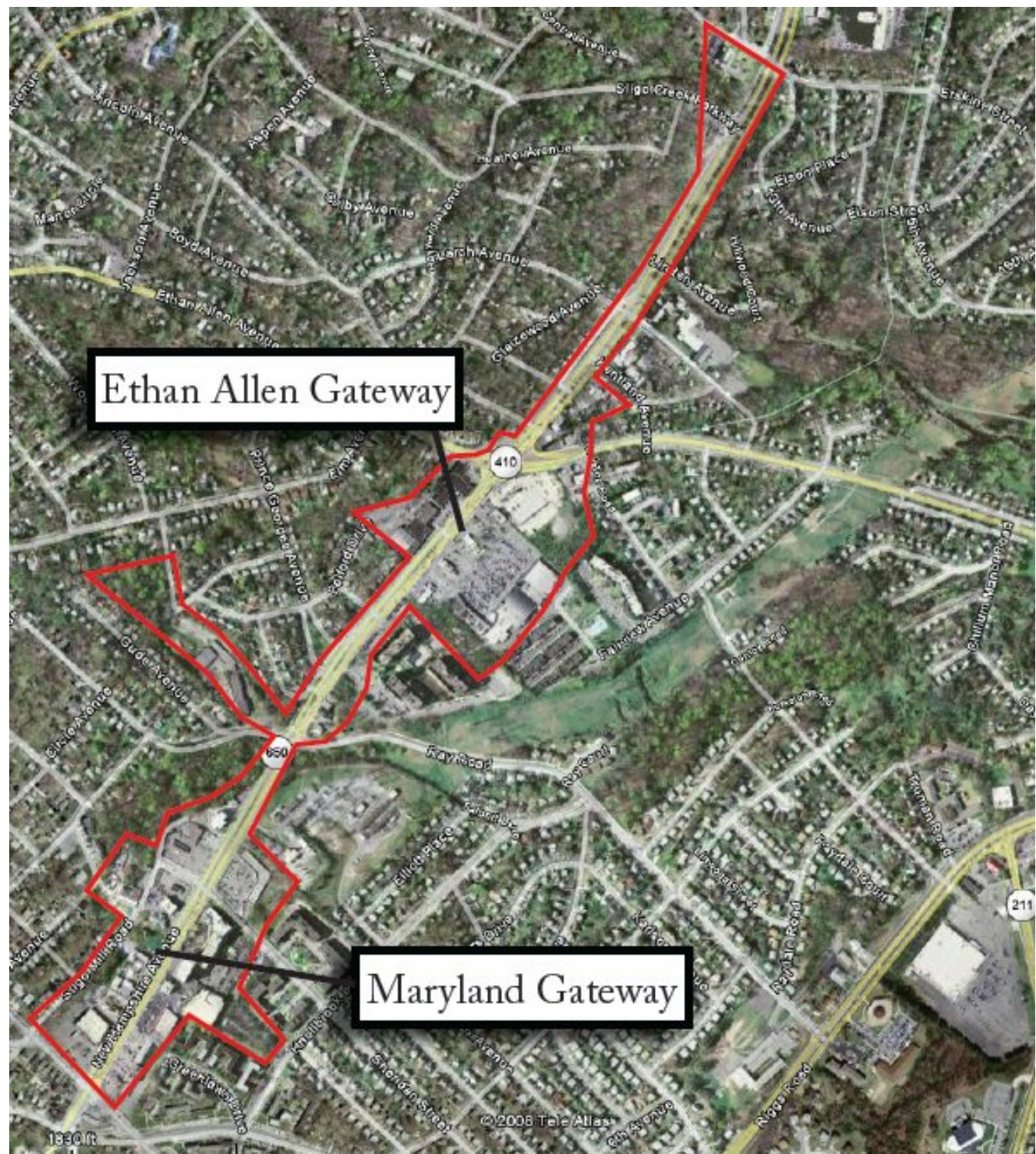
City of Takoma Park

July 28th, 2008





# Study Area





# Charrette process

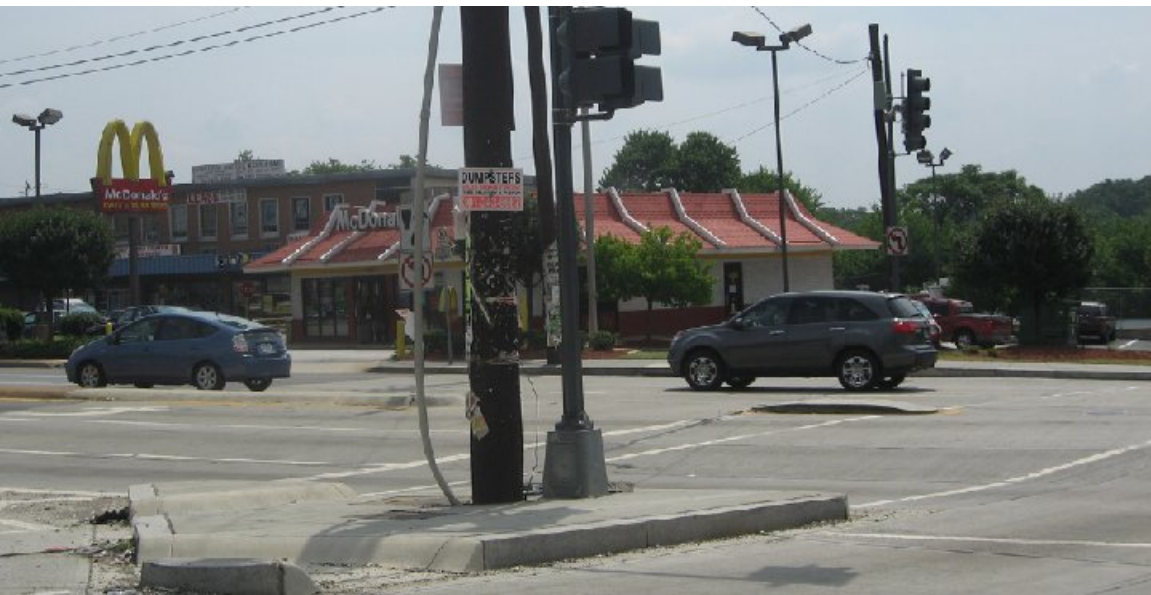


# Assessment





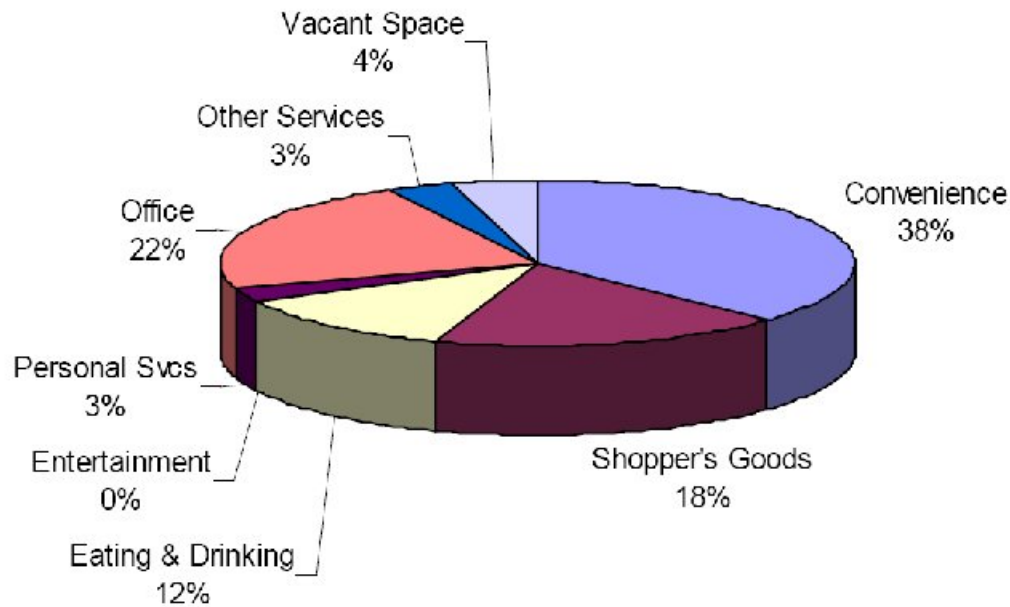
# Assessment



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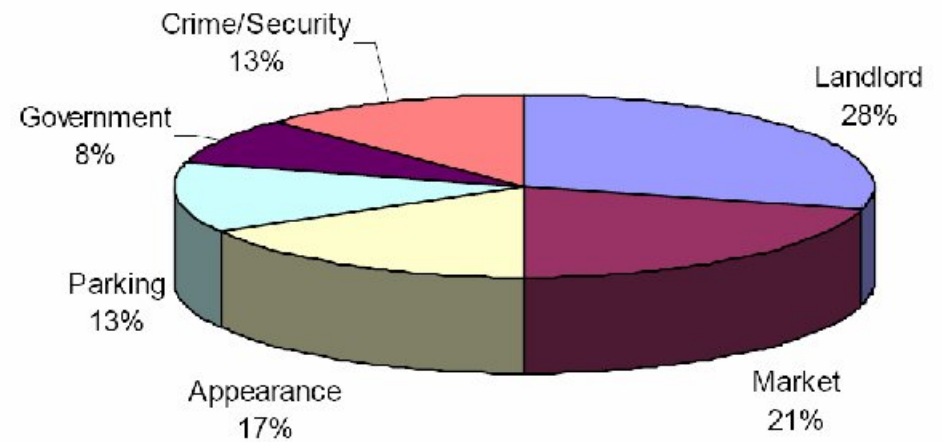
## Existing Corridor Business Mix by Type

Source: Randall Gross / Development Economics



## Primary Issues Raised by Corridor Businesses

Sources: Study Area businesses and Randall Gross / Development Economics





# Assessment



*Existing Natural Features Diagram*



*Natural Features Opportunities Diagram*

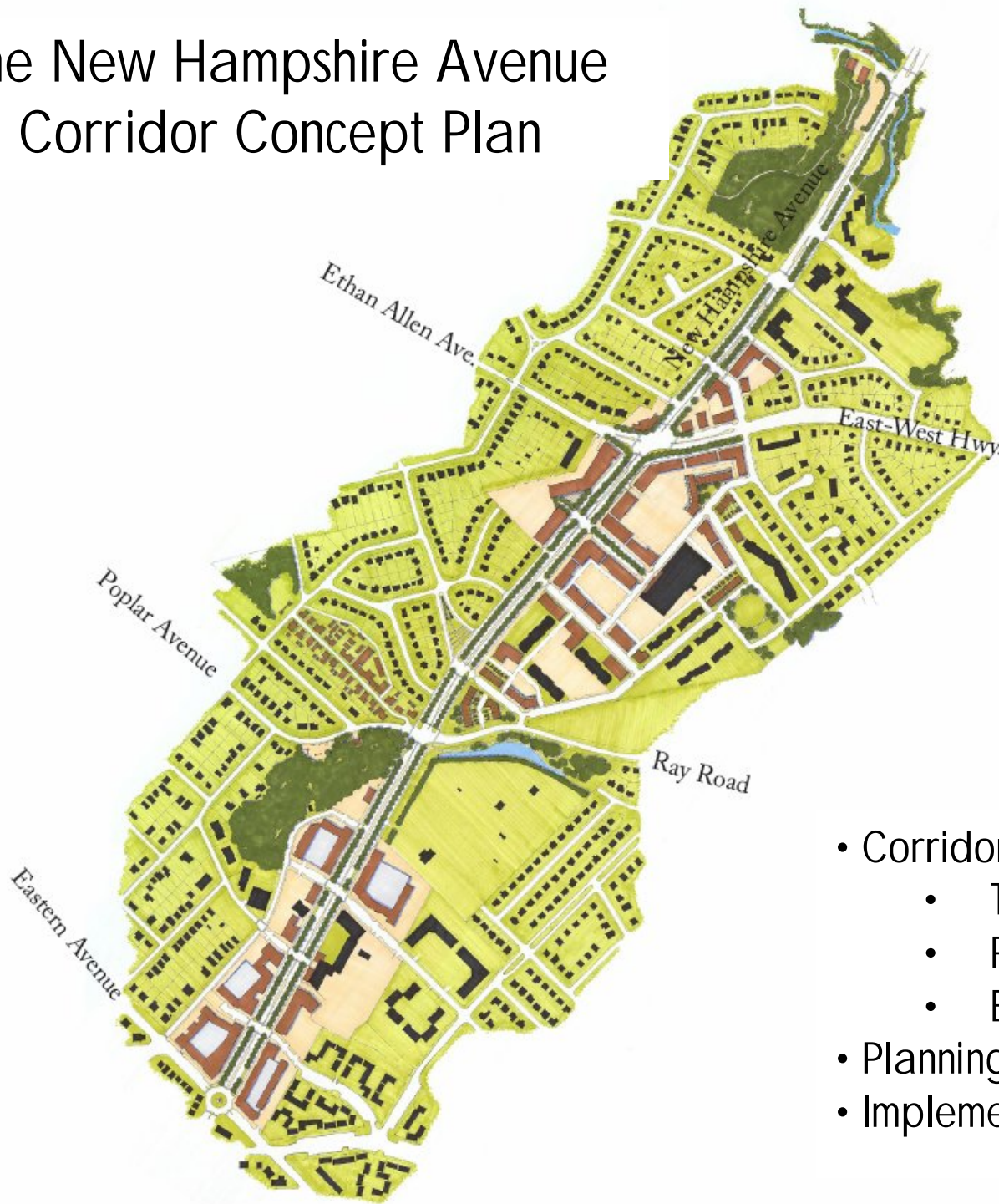


# Assessment





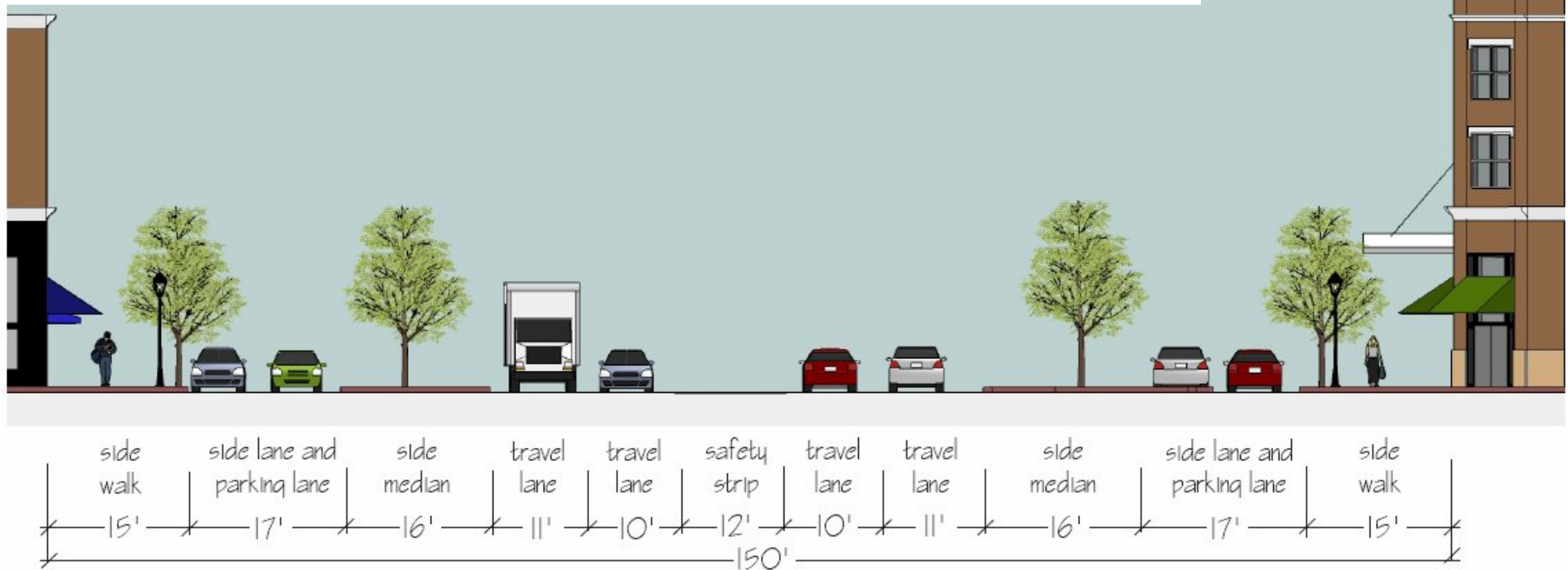
# The New Hampshire Avenue Corridor Concept Plan



- Corridor-wide recommendations
  - Transportation
  - Redevelopment
  - Environment and open space
- Planning area-specific recommendations
- Implementation



# Corridor-wide recommendations: Transportation



## Multi-way Boulevard







Multi-way Boulevard



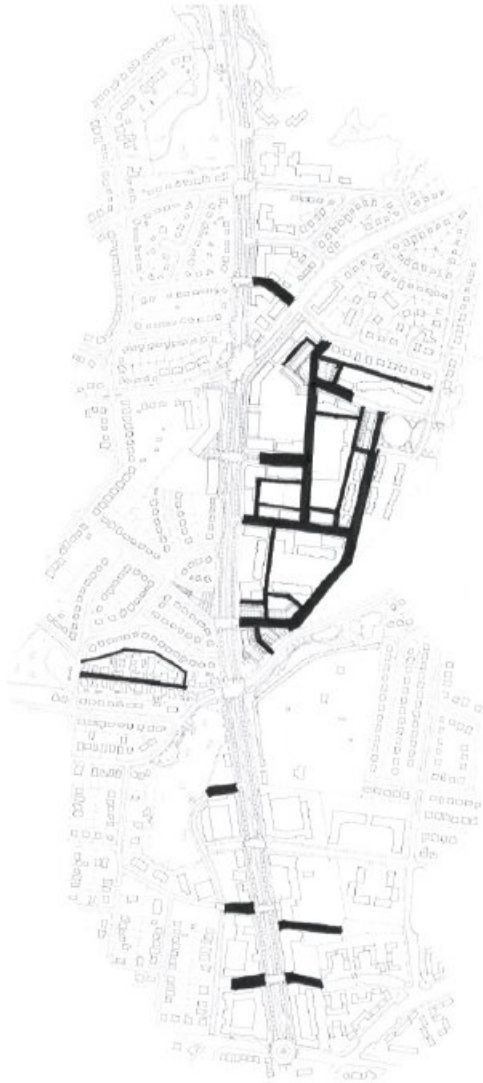
# Multi-way Boulevard

- 4 lanes for through traffic in the center, plus a “safety strip” and turning lanes at intersections.
- Side medians with trees, landscaping, and transit stops. Limited access to minor residential streets.
- Side lanes for access to businesses, parking, and local streets.
- Pedestrian friendly streetscape with wide sidewalks, street trees, landscaping, and pedestrian-scale lighting.

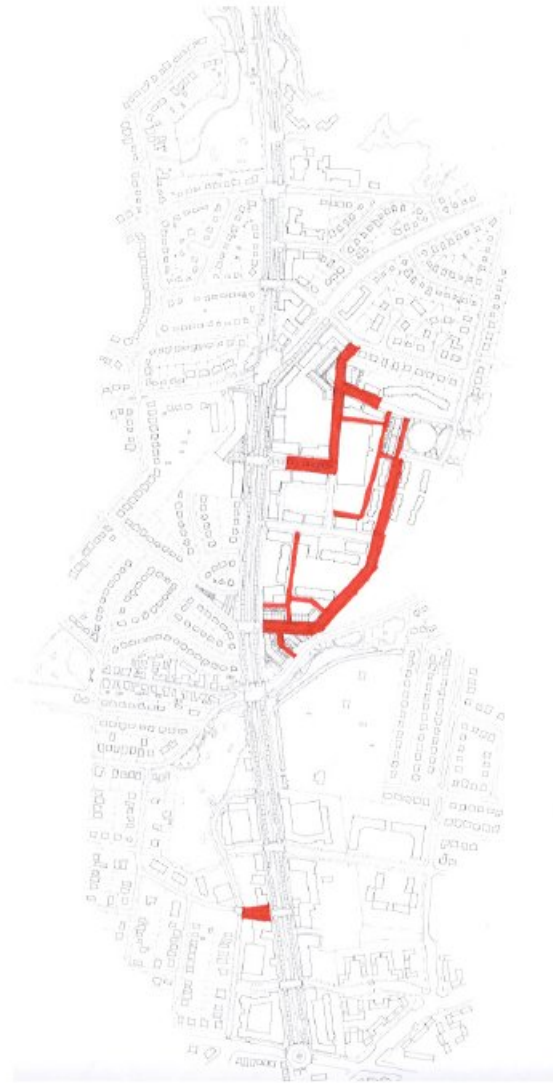




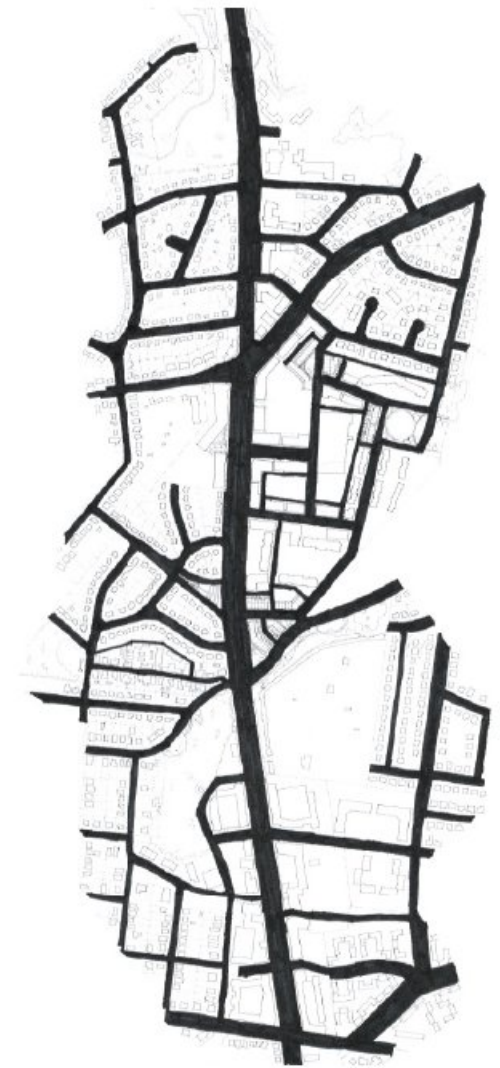
# Improved street connectivity



*Proposed new or formalized streets shown in black.*



*Streets that could be converted with relative ease without new right of way.*

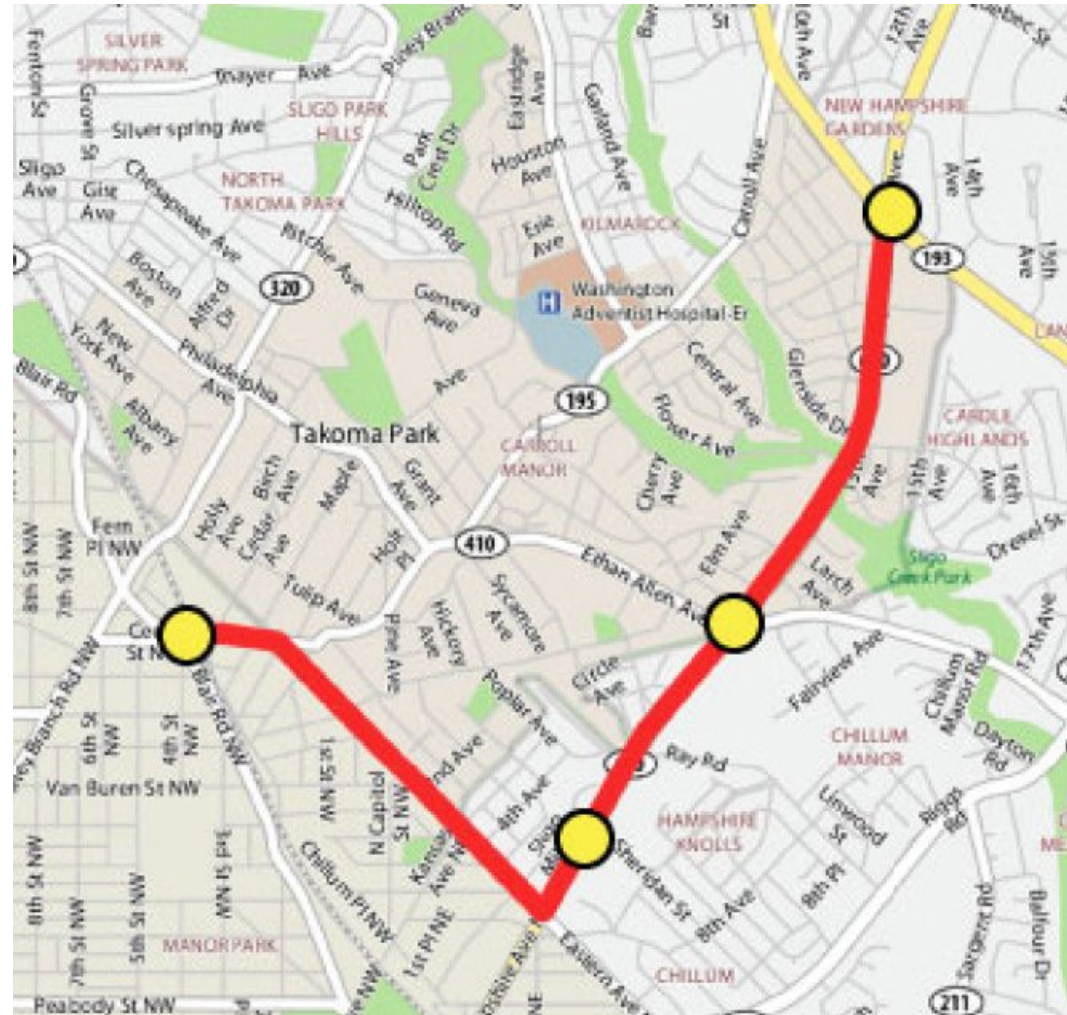


*Completed street network with existing and new streets.*



# Enhanced transit service

- A new high quality circulator route along the corridor between the Takoma Metro station and Takoma-Langley crossroads area.
- A high quality “rapid bus” route along the corridor between the White Oak area and Fort Totten Metro.
- Improved passenger waiting areas and amenities.





# Corridor-wide recommendations:

## Redevelopment

- Develop new pedestrian-oriented buildings along the corridor.
- Develop new housing as an integral component of new development along the corridor.
- Ensure that new development is inspired by the eclectic mix of art-deco, modern, and traditional styles of nearby urban neighborhoods.
- Undertake “Greening” of streets and public space along the corridor.
- Integrate local public art to build identity in the corridor.
- Develop parking that is appropriate for mixed-use, pedestrian oriented places.





# Corridor-wide recommendations:

## Environment and Open Space

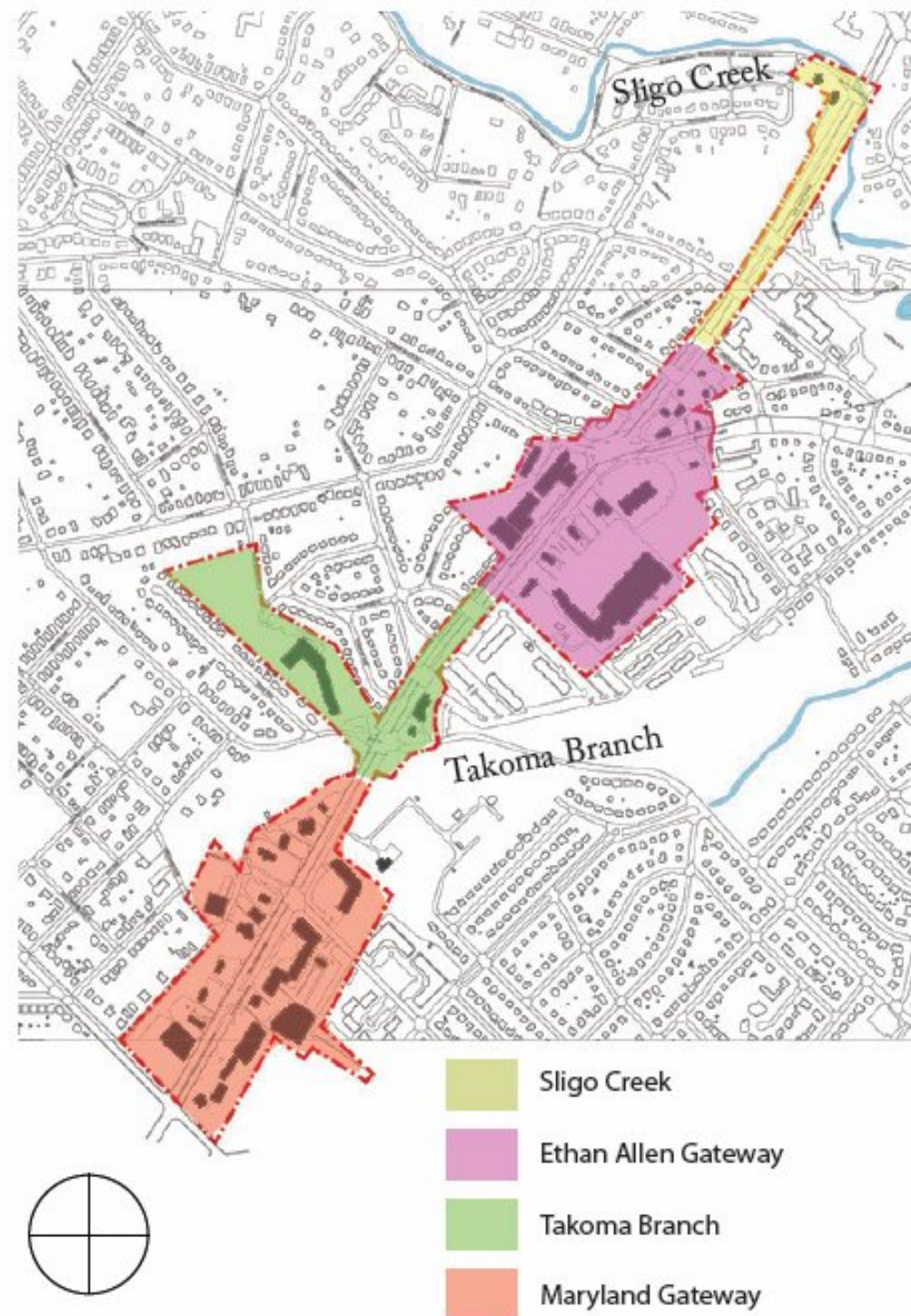
- Improve landscape connectivity by linking disconnected woodlands with planted areas for continuous vegetative cover.
- Improve water quality of Sligo Creek and Takoma Branch by using stormwater best management practices (BMPs) in conjunction with any improvements of New Hampshire Avenue.
- Where appropriate, reorient roads and building entries to face natural landscape features to help increase visibility and surveillance of natural features.
- Develop a landscape management plan for the project area's public landscapes that include:
  - Invasive plant removal protocol.
  - Craft a woodland management plan.





# Planning area-specific recommendations

## Corridor planning areas





## Ethan Allen Gateway

- A new “meeting place” with destination retail.
- Redevelop Bed & Carpet center as pedestrian-scale mixed use.
- Create civic plaza.
- Develop “liner buildings” at Takoma Center.
- Formalize cross street.
- Expanded street network.
- Redesign MD 410/MD 650 intersection to be more pedestrian friendly.
- Redevelop and infill parcels at periphery.







# Ethan Allen Gateway

Concept birdseye view







# Ethan Allen Gateway

Concept street level views





# Maryland Gateway

- New mixed-use buildings along New Hampshire Ave.
- Capture retail trade from DC market, pass-by traffic, and emerging office market.
- Use mix includes additional office, service retail, and medium density residential.
- New roundabout at District Line as gateway and traffic calming feature.
- New intersections at Orchard Avenue and Greenlawn Drive.
- Allow gas stations to relocate to extended Orchard Ave. or Sheridan Street in a more urban format.





# Maryland Gateway

Roundabout and gateway building concept



Eastern Ave view north





# Maryland Gateway

View north on NH Ave. at Sheridan Street





# Maryland Gateway

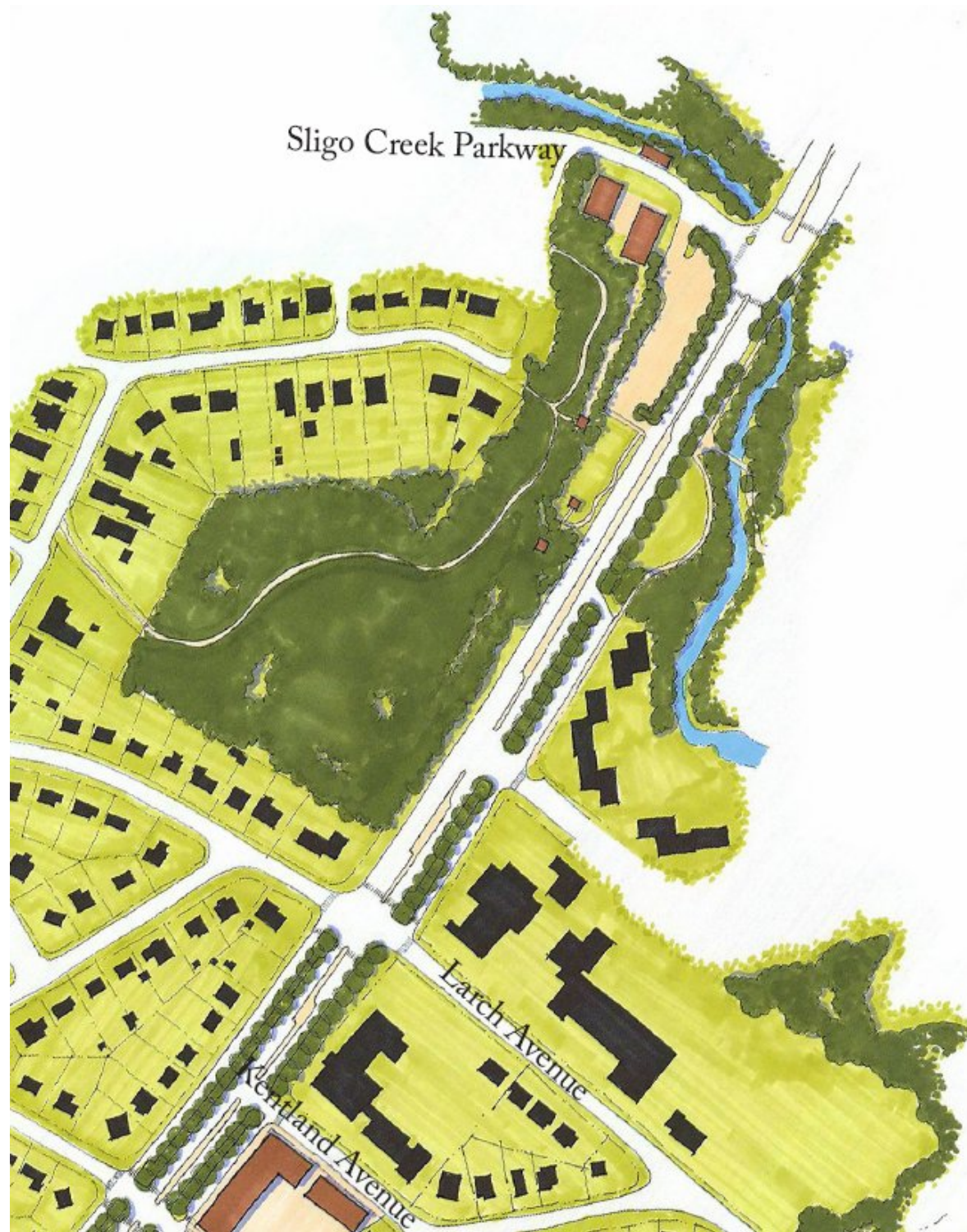
View northeast on Sligo Mill Rd. from Eastern Ave.





# Sligo Creek

- Redevelop corner parcel as a community-oriented “gateway” establishment with connection to outdoor activities.
- Develop new public amenities at entrance to Sligo Creek Park and commercial establishment.
- Replace sidewalks along NH Ave. with new trail with landscape separation. Enhance natural areas with native plantings and stormwater gardens/meadows.





# Sligo Creek

Sligo Creek  
gateway concept





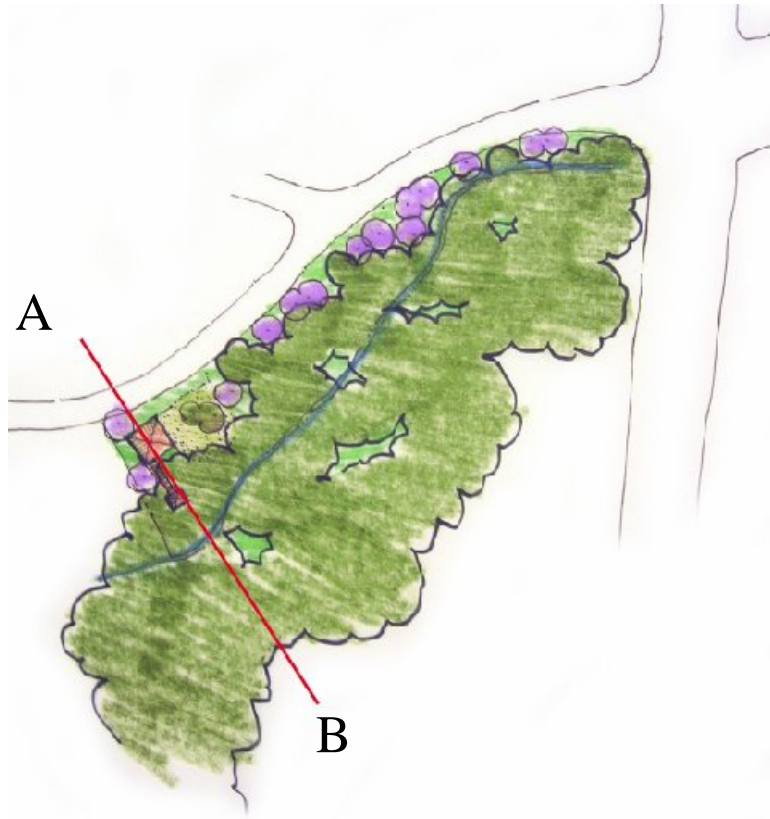
# Takoma Branch

- Protect Takoma Branch riparian corridor and identify restoration projects.
- Restore and maintain Sligo Mill Park as passive park with new amenity at northern edge.
- Restore Takoma Branch streambed on Ray Road and create a new park.
- Increase screening along PEPCO site.
- Redevelop parcels along Ray Road and Poplar Avenue as residential. Orient some to face Takoma Branch.
- Create pocket parks at multi-family housing.
- Program the triangular open space into a neighborhood park and gateway.





# Takoma Branch

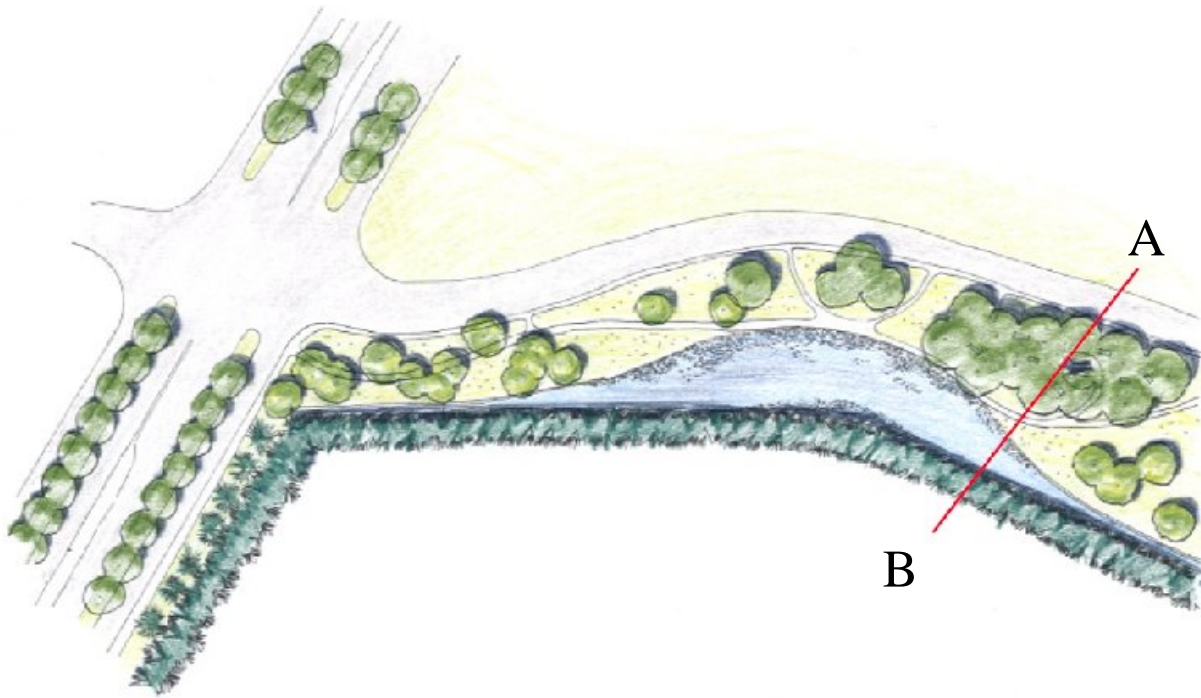


Sligo Mill Park  
concept





# Takoma Branch



Takoma Branch  
restoration and  
park concept







# Takoma Branch

Neighborhood park and gateway concept





# Implementation

- Strategy
  - Stakeholder buy-in
    - Property and business owners
    - Residents
    - Agencies
  - Developer recruitment
    - City facilitation of master development process
    - Proactive marketing
    - Incentives (density bonuses, “greentaping”, etc.)
  - Business incentives
    - Direct business lease programs
    - Special district
  - Prioritize projects and actions



# Implementation

- Actions

- Short-term

- Stakeholder outreach, buy-in, and advocacy
    - Lobbying, secure funding
    - Agency and government coordination (Prince George's, Montgomery, SHA, WMATA, etc.)
    - Basic streetscape improvements for pedestrian and transit patron safety and comfort
    - Implement a “place-making” program (public art, outdoor events, street furniture, etc.)
    - Facade improvement program
    - Create a CDC
    - Ensure enabling legislation for BID (both jurisdictions)
    - Regulatory enforcement



# Implementation

- **Actions**

- **Mid-term**

- Initiation of Ethan Allen and Maryland Gateway projects
    - Initial phases of street network enhancements
    - Initial phases of park and stream enhancements

- **Longer-term**

- Continuation of Ethan Allen and Maryland Gateway projects
    - Continuation of street network and open space enhancements



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